

such great numbers of troops to repair their losses in the recent fighting, which appears here in the most consistent reports have been in circulation that a new German army of one million men was advancing against France.

According to a dispatch received in official quarters, such is not the case. The troops belong to the reserve forces and are constantly being sent up from regimental depots to fill the gaps in the troops on the fighting line.

London, Oct. 20.—Reuter's Amsterdam correspondent says it is reported there that there is heavy fighting on the line of Ypres and Arras. He adds that, according to a telegram from Brussels, many German wounded have been brought to Bruges and Ostend and that between these cities and the Dutch frontier there is no great force of Germans left.

An Exchange Telegraph dispatch from Paris says a French gun yesterday destroyed fifteen German machine guns, two of which were protected by anti-aircraft shields. A staff officer's battery was also destroyed at St. Mihiel, according to the dispatch.

## MAINES APPALS GERMAN WRITER

**Finds Death and Desolation on Every Side in Ruined City.**

(By Cable to The Tribune.)

Copenhagen, Oct. 19.—Fourteen persons running and crouching in the shadows of the autumn evening and one dog howling amid the ruins of its master's house were the only life left in Malines when the Germans swept through it a few days ago. The dead and terrified ghosts, all that was left of Malines's 60,000 inhabitants, who fled as soon as they saw the first band of Germans galloping along the road from Brussels.

A well known German writer traveling with the headquarters staff has just visited the stricken city. St. Rombold's town have received a few more shattering blows since the Germans were last through it.

The last onslaught on Antwerp wrought a miracle in Malines. Every house was open, at least those of the houses which were left standing. Clean, white cloth was on nearly every table and there were fruit and flowers in plenty in the gardens exactly as they had been left. Now and then a German soldier crossed near the wool market in the Place Begmont and joined more soldiers working on the railway. Thousands of Germans passed through Malines.

Hundreds of evening meals had been prepared, but not eaten. The door of a watch and silversmith's shop stood open and there were neatly displayed rows of gold and silver watches, bracelets and trinkets. Untouched stood the shadow of the Golden Fleece, with the tables spread with viands and wines. In the back room of the house lay a dog, its head with madness staring out of its bloody eyes, and it was untouched. Clothes were left hanging outside the drapers' shops untouched.

Had the dreams of Hauptmann come true, asked the writer, in this silent city? What unseen hand was at the helm of the empty boats that drifted down the River Dyle? What had killed even the little yellow singing birds of humanity, as he called the canaries that were lying dead at the bottom of the cages?

By some devastating stroke of magic fear the whole life and spirit of Malines, he writes, had been reduced to nothingness. He reeled under the deadly silence of the city when he came upon it as if some one had dealt him a blow. Grinning dummies in milliners' shops frightened him more than the white faces of the Kaiser's victims strewn along the roads. To him the wine in the bottles was blood. Grinning faces in shops mocked murder at him. The triumph of terrorism was complete. Dusk had now fallen, and the writer jumped into a motor car, for the General Staff was pushing on to Antwerp.

The fourteen ghosts were led away through the cavernous hole in a house where the shells had struck, and passed a heap of ruins, where the dog, the only living creature left in Malines that had freedom, was howling to heaven over the body of his master.

## GERMAN GUN BASES FOUND NEAR PARIS

**Wounded British Soldier Tells How He Dodged Enemy's Shells.**

(By Cable to The Tribune.)

London, Oct. 19.—According to several wounded British soldiers at the American women's war hospital, at Paignton, the discovery was made of concrete gun bases nearer Paris than the German army got in general. The Kluck's march. They explain this in the same way as the finding of concrete bases before Namur, Maubeuge and near Soissons, saying that it is believed that the Germans bought or rented certain stretches of land long before the war and then got the exact measurements of the ranges, which is the reason the artillery fire is so accurate.

One soldier who believes the Germans systematically did this is Seth Williams, of the Royal Field Artillery, who has served in the army at different times for a period totalling sixteen years. He was in the South African war, and in recent years was at work on the Hudson-Manhattan tube between New York and New Jersey. Williams says it is possible to dodge the German "Jack Johnson" shells when in the open, and it is somewhat possible to dodge the 17-inch shells, he said.

"Eight minutes elapse between the discharge of the Jack Johnson shells. Anyway, the Germans only use them when they want to knock down a house or an obstruction. It is the smaller shells that are harder to dodge. I was a driver in the first line of supply wagons at Soissons, and we dodged about twenty shells, until finally we were ordered to near a battery. Then two big shells burst among us, killing all but four of fifty-four men, and only a horse was saved out of more than one hundred."

"I think we could have dodged those shells by staying where we were, for the Germans' system of firing seems to be to drop a shell in one place, then a second one to the right, a third one to the left and a fourth to the rear, describing a half-circle; and if you keep track of the way they have been hitting you can avoid them," but, of course, you can't always tell," Williams was severely wounded by a bursting shell.

The Duchess of Marlborough and Lady Randolph Churchill returned from an inspection of the front lines. They had also visited the American Red Cross contingent at Haesler Hospital, Portsmouth, on Saturday.

## GERMAN MARINES WAIT PORT SEIZURE

**Lay in Army's Rear in Advance in Belgium Equipped for Sea.**

## BIG GUNS WRECKED FORTS AT ANTWERP

**Steel Turrets Shattered and Concrete Embankments Pierced Like Egg Shells.**

Antwerp, Oct. 19.—On his arrival in Antwerp the correspondent of The Associated Press found guarding the city bluejackets and marine infantrymen from the German stations at Kiel, Cuxhaven and Wilhelmshaven. They were smelling the salt water after a campaign of more than a month through Belgium and awaiting further orders.

Detachments of sailors among them, recruited from the German mercantile marine, were armed only with cutlasses and revolver. They had lain several weeks behind the army, taking no part in the fighting, and evidently are destined for sea duty after the capture of a port.

The German staff officers assured the correspondent that the German commander, General von Beseler, in his campaign had found easy victory where hard fighting was expected and desperate resistance was little trouble had been anticipated. The officers said Antwerp had fallen eight days earlier than expected, the Belgians evidently being disheartened by their nine weeks of defeat and also because of the manner in which the fortified positions behind the River Nethe were carried on October 6 and 7.

The artillery park of the Germans before Antwerp was stronger than was generally known. In addition to their widely heralded 16-inch mortars and a large number of 12-inch siege guns, they had two Austrian automobile batteries of twelve guns, which made the victory at Antwerp an Austro-German one.

The effect of the big guns at Antwerp's outer fortifications was more striking than at Liege. Two armored turrets at Fort de Wavre-St. Catherine were put out of action with a single shot, their steel beds being broken in two and the heavy masses of metal hurled five or six yards away. In another fort the concrete embankment was pierced like an egg shell and the steel turret supporting it still another turret was completely upended and lies with its base pointing skyward and its gun buried beneath.

German staff officers say that when the River Nethe was crossed the Belgian defense virtually collapsed. The Belgians abandoned their heavy artillery and machine guns while the Germans entrenched themselves, expecting a counter attack.

Another officer says that after eighty German shells had been dropped in various quarters of the city of Antwerp the white flags appeared on Forts 6 and 7 of the inner circle of fortifications. The burgomaster of the city then came out and offered to surrender. Antwerp, but was told that the terms of capitulation could only be conducted with the Belgian military authorities.

The burgomaster's plea that these officers could not be found led to an order for a suspension of the attack. The German troops then pushed in through the circle of inner forts and past the unfortified city wall, finding that the retiring garrison had blown up the bridge across the River Scheldt and also had interposed a belt of flame against the invaders by firing the oil tanks and covering the surface of the river with burning oil.

## CATTLE TRAIN LOAD OF INSANE IN FLIGHT

**Part of Great Multitude of Belgians Taking Refuge in Holland.**

Rosendael, Oct. 19.—The stream of Belgian refugees, an almost endless procession of panic-stricken people, which has been passing without restraint the little red, white and blue posts marking the border of the peaceful Kingdom of the Netherlands, at last is growing less turbulent. Probably 400,000 have come rushing into Holland since Antwerp fell.

Rosendael had too few ambulances to accommodate the hundreds of insane and those suffering from incurable diseases who had been released pell-mell from Antwerp institutions and crowded into these trains. One train of eight cattle cars contained only former inmates of asylums for the insane. They were treated as far as possible in the neighboring Dutch institutions.

The little town of Eschen, where the dazed Belgians took a weeping farewell of their own country, quadrupled in population in a week. The starling fugitives, the dilapidated border station, where thousands slept, was in the hands of German sailors, who were loading motor trucks and machine guns, big fellows from the harbors of Hamburg and Bremen. The Germans have been endeavoring to induce the refugees to return to their homes and resume their vocations. Eschen was the centre of the panic which followed Antwerp's fall.

A great majority of the residents of Antwerp had been told repeatedly that that their city was the strongest fortress in Europe. They remained peacefully in their homes, and lustily cheered the British naval brigades, who arrived with motor trucks and machine guns, believing that their number was ten times the actual figure.

Personal inconvenience, such as the absence of water for ten days, the city in darkness after 6 o'clock, and the refusal of permission to Belgians outside the city to enter, did not lessen the cheerful optimism of the people. Then the Governor of Antwerp, in the name of the German government, which fell like a bombshell. "History teaches us how sometimes fortified cities have been subjected to bombardment. Therefore, everybody is warned to leave the city, if possible, before 2 o'clock in the afternoon."

The ceaseless flight toward Eschen began immediately. Frenzied thousands rushed homeward and packed their valuables in sheets, towels and bedspreads, strapped children on their backs or placed them in wheelbarrows and hastened to the nearest station. There was no necessity for tickets. The trains gathered in people like cattle.

## MAP SHOWING COURSE OF BATTLE LINE FROM DOVER STRAITS THROUGH BELGIUM AND FRANCE INTO GERMANY.



## BRINDILLA TO END SHIP SALE PUZZLE

**Standard Oil Co. Appeals to Washington for Aid in Fight.**

## SEIZED BOAT STILL FLYING U. S. FLAG

**State Department Begins Inquiry and British Admiralty Engages Lawyers.**

Halifax, N. S., Oct. 19.—The oil tank ship, formerly called the Washington, which, after she had been tied up at New York by the war, was bought from her German owner, the Riedemann Line, by the Standard Oil Company, remained the Brindilla and registered under the American flag, is at anchor in the harbor here and under a military guard.

So far as is known none of the ship's crew has been allowed ashore since the vessel was brought in yesterday by the Caronia as a prize of war, having been captured outside New York Harbor. She is still flying the Brindilla's seizure and detention here is in the hands of the prize court officials, and the Naval Department at Halifax has now practically nothing to do with the ship. There were no prize court proceedings to-day. The official inquiry may require two or three days before prize court action is taken.

The action to be taken against the Brindilla will, it is understood, be with regard to her transfer since the opening of hostilities. The matter has been placed by the British Admiralty in the hands of a Halifax firm of solicitors which has had wide experience in maritime law.

It is said that the action before the prize court will settle the question whether tied-up German ships can be transferred to another flag.

(From The Tribune Bureau.) Washington, Oct. 19.—An investigation as to the seizure of the Brindilla is being made by the Department of State at the direction of the President. The only official information received thus far is a report by the American Consul at Halifax.

President Wilson expressed himself to-day as interested in the incident, but declined to make any comment. Acting Secretary of State Lansing, in the absence of full information, also refused to discuss the subject, saying that he had the consul at Halifax had been asked to make a detailed report and the Treasury Department to give information about the clearance of the Brindilla from New York.

At the offices of the Standard Oil Company of New Jersey, David T. Warden, head of the foreign shipping department, stated yesterday that the Brindilla had been taken into the port of Halifax as a prize of war by the British auxiliary cruiser Caronia. Mr. Warden said he had not as yet received from Captain Peterson, of the Standard Oil vessel, the reasons for her seizure.

The Brindilla's cargo was fine petroleum, or lighting oil, said Mr. Warden, and as this has not been considered contraband, or ever conditional contraband, of war we are at a loss to understand the action of the British cruiser. Of course, we have reported the matter to the State Department, but are still awaiting a reply to our telegram."

Mr. Warden's statement that the Brindilla had only lighting petroleum in her cargo contradicts the earlier reports that she carried contraband of war.

## U. S. LEGATION MAY LEAVE BRUSSELS

(By Cable to The Tribune.) London, Oct. 19.—Members of the relief committee report Brussels and Antwerp as quiet. The main part of Antwerp shows little signs of the bombardment, but numerous villages between Brussels and Antwerp were almost destroyed. In Brussels the Germans rule with an iron hand. Making every effort to control all the news, they have issued restrictions against any foreign newspapers and against any circulars of any kind.

It is reliably said that some persons having possession of foreign papers in violation of orders have been shot and others imprisoned. Consequently papers are obtainable at only the highest prices. One copy of "The London Times" recently brought 40 francs. The Germans are constantly searching houses for newspapers and other contraband documents.

The American Legation remains in Brussels, but there is a possibility of moving it if the Germans should provisionally annex Belgium for administrative purposes. Then there would be no government to which the legation would be accredited, the Belgian government now being in Havre.

## PICK AND SPADE SUPPLANT RIFLE

**Work of Infantry at the Front Now Largely Subterranean.**

## NOTHING TO WATCH BUT THE ARTILLERY

**French Army Cook Almost Feeds Germans, and Barely Escapes with Life.**

(By C. INMAN BARNARD.)

Paris, Oct. 19.—The following message from a Scottish friend, Gordon Smith, written on Saturday at Champeury, between Rheims and Epervan, gives an idea of the situation there:

"The German Plevna fort still holds out. When I left Rheims three weeks ago the battle was raging all along the line. The batteries opposite Montchenet were bombarding the fort of Nogent l'Abbesse, which was keeping up a heavy fire on a redoubt where British guns were entrenched, not forgetting the intrinsically being forced. The fight has its counterpart in the long line of ambulance wagons pouring daily into Epervan, but the spirit of the French troops remains unbroken. Siege operations are more trying to the French temperament than any other form of warfare. The French prefer to fight in the open field. It speaks for their discipline and determination that they have shown that they can best the Germans at their own game."

For over two weeks, night and day, the gunners toil at the heavy guns, and foot by foot, yard by yard, the Plevna fort of Rheims is being forced. The line of ambulance wagons pouring daily into Epervan, but the spirit of the French troops remains unbroken. Siege operations are more trying to the French temperament than any other form of warfare. The French prefer to fight in the open field. It speaks for their discipline and determination that they have shown that they can best the Germans at their own game."

"What is incomprehensible to the lay mind is that these works were not destroyed, when some years ago the French military authorities decided that these forts had ceased to have a military value. It is true that since they were constructed the force of explosives has so increased that their destruction by modern siege guns is certain. The entrenched camp at Rheims, therefore, was abolished and the town declared an open one, and as such, according to the laws of civilized warfare, exempt from bombardment. But a paragraph in the Hague convention is a mere scrap of waste paper for the German artillerymen. The result is that as I write I can see Fort Nogent l'Abbesse pouring shells into Rheims."

Further Progress Forbidden. "My safe conduct was good as far as Ormes, a village two miles from Rheims, but at Champeury, two miles south of Ormes, I came up against the inflexible 'consigne' of Lieutenant G—, an officer in command of the field gunners, who refused to allow any further progress. 'I am sorry to refuse anything to an American newspaper correspondent,' he said, 'but my orders are explicit to allow nobody to pass into the firing zone.' He explained that German shells had fallen in the village during the night. Nothing remained but to watch the progress of the engagement from Champeury. Of course, nothing can be seen of the work of the infantry, which is now subterranean. The pick and spade are more important than the rifle. The French have pushed their trenches and communication lines within 300 yards of the German lines."

"In regard to this Lieutenant G—, of — regiment of infantry, holding Champeury, told me a few days ago that some of his company had only finished cooking dinner late at night. The regimental wagons had gone astray and only joined the column after 8 o'clock. When the meat had been prepared the cook started off carrying it on a large grill a yard square. The cook lost his way in the darkness and after wandering about came across a trench. It is this trench which he has now been searching for to his feet, and the cook said that he was a spiked helmet. The cook turned and ran for his life, followed by a storm of bullets. Strange to say, one of the hundred shots fired only one hit him, inflicting a slight wound on the left arm; but the cook brought back his grilled beef dinner intact, although cold."

Battle at Night Becomes Grandiose. "Especially at night the battle around Rheims becomes a grandiose affair. The night after last I heard the thunder of guns, but could not understand how the heavy artillery could do efficient work in the darkness, but shortly after dusk I found an explanation of the mystery. Two miles away, across the plain, a searchlight blazed out for thirty seconds and then disappeared. An instant later came the flash of a big German gun. I watched the point on which the searchlight had been turned and then saw the flash of a bursting shell. Five minutes later the searchlight flashed from a new position. This manner of warfare is repeated again and again all along the horizon, searchlights flashing in every direction and the thunder of guns rolling down to Champeury."

"Such is the condition of affairs here."

## TROOPS IN TRENCHES IN WOMEN'S CLOTHES

(By Cable to The Tribune.) London, Oct. 19.—"The Morning Post" has received a letter from an officer at the front saying:

"The weird headaddresses and clothing that the troops have adopted are most laughable. Having lost their own, I saw men wearing all sorts of civilian caps, soft felt hats and straw hats. One wore either an opera hat or a broken silk hat. There were also big straw hats, such as Mexicans wear, and a quaint makeshift, for instance, of a khaki cover for a cap. "I saw an orderly in the Medical Corps wearing a woman's vest or bodice, and I heard that a lot of a company were wearing women's 'undies,' their own being worn out."

"The Times" Says Military Needs Must Override Rights of Traders.

(By Wireless via London, N. S.) London, Oct. 20.—"The Times" naval correspondent, dealing to-day with the submarine menace to the British warships in the North Sea, says:

"It has been pointed out by international jurists that it is perfectly within the rights of belligerents to close entirely to neutral shipping areas of water in which the operations of war are being carried out. This may be done to safeguard the interests of neutrals themselves and also to prevent their interference with the necessary conduct of hostilities."

"If the North Sea were closed to all trading vessels, there would be no occasion to employ cruisers with large complements, like the Hawke, for examining purposes in those waters where she was lost. The Admiralty has taken some measures to reduce the danger arising from the use of neutrals, but the loss of the Hawke has proven these to be inadequate. There are still swarms of vessels of all kinds frequenting the North Sea."

"The North Sea trade would suffer, but while the present struggle lasts military requirements must be paramount, and it is surely better that a few merchants and shipowners should be sacrificed than that our sea-men and the navy should be sacrificed. Among other advantages that would arise from such action would be that the cruisers now employed on search duties could be liberated for work in the outer seas, and incidentally the vexed question of the passage of enemy aliens in neutral vessels at present authorized by the Foreign Office might be settled."

50,000 FUGITIVES BACK IN ANTWERP

(By Wireless via London, N. S.) The Hague, Oct. 19.—Nearly 50,000 fugitives returned to-day to Antwerp from the Dutch frontier, the government here having satisfied itself after sending delegates to Antwerp that their return might confidently be advised.

CZAR CUTS OFF ENEMIES' TITLES

London, Oct. 19.—A Reuter dispatch from Petrograd says that Emperor Nicholas has ordered that German and Austrian subjects who have been granted the honorary rank of councillor of commerce be deprived of the title.

## FALL OF VERDUN HELD TO BE NEAR

**German Army Working to Perfection, Says Correspondent.**

By J. F. ARCHIBALD.

Berlin, Oct. 19 (By Wireless via Sayville, Long Island).—At St. Mihiel to-day with American Commander Gherhardt I saw the marvellous work of the German-Austrian batteries, which is scientifically accurate. In all my experience I never have seen such a splendid spirit of confidence among any troops. There is no thought but victory to the last man.

The French townspeople and country peasants apparently are happy and most friendly with the soldiers. The shell fire is always deadly accurate. The treatment accorded by the military authorities is extremely liberal, hiding nothing. They allow photographing everywhere. An automobile escort was given to us this morning. A staff officer presented me with copies of the latest London and American papers, in strange contrast even with London.

I saw one of the enemy's aeroplanes attempt to scout our position. It was driven back by shrapnel. It was a wonderful sight. This new problem is handled wonderfully by the Germans. The French aeroplane work cannot compare thus far with the German. The Germans destroy one nearly daily. German efficiency is shown everywhere. The whole war machine is working in uncanny, silent and perfect. There is absolutely no excitement and no confusion. The horse is practically eliminated by the automobile transport. Verdun is sure to fall shortly. Some outer forts already have been reduced. The French position is weakening as my entrance into St. Mihiel proves.

(From Wheeler Syndicate, Inc.)

## TRANSPORTS SEEN AT SEA

**French Officers Here to Buy Horses and Equipment.**

Passengers on the Atlantic Transport liner Minnewaska, in yesterday from London, reported having seen thirty-six transports being conveyed by British warships, about 900 miles off the English coast. The transport

fleet, which had sailed from Quebec and Halifax, carried about 700 Canadian reservists. The Minnewaska was for an hour at a distance of three miles within sight of the troop ships. Leading the column, about a mile away, steamed the Princess Royal. Behind her and about three ship lengths ahead of the first transport followed three cruisers. The rear of the fleet was guarded by two cruisers, and at the centre of the column, about a mile north and south of it, were the transport ships.

Among the passengers who arrived yesterday from Havre, on the French liner La Touraine, were six French army officers, who have come here to inspect and ship to France 2000 horses, to be used in cavalry and artillery operations. The men were in charge of Captain E. de Balesard, of the French cavalry, who is said to be the best judge of horses in France. He and his men will pass on horse round up in Texas, Louisiana and Kentucky. No white or dark gray horses will be accepted, and those of inconspicuous coats will take precedence in selection.

In the contracts the owners must guarantee to have the animals on the Atlantic on or before December 1. In addition the additional cost of harness, bridles and saddles, it is said the French officers will spend about \$5,000,000 in the purchase of American horseflesh.

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where the truth is not permitted. The British reports from this district are absolutely absurd. They evidently are endeavoring to hide the losses of yesterday.

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